VIOLENCE IN ST. STEPHEN'S. WOMEN SAY THE USHERS STRUCK THEM. TROUBLE OVER THE FLOWERS ON DR. M'GLYNN'S

CONFESSIONAL

While the organ was playing and the choir of St. Stephen's Church were singing at the close of High Mass yesterday, and when nearly all the congregation had passed from the church into the street, an uproar broke out at the west side of the Twenty-ninth-st, entrance, which caused a panic for a few minutes among those who remained in the church. A crowd of several hundred parishioners were gathered at the entrance near which under the gallery stands Dr. McGlynn's confessional. Since Dr. McGlynn lift St, Stephen's Church the confessional has been kept decorated with flowers and vines of smilax. When a portion of the flowers began to wither fresh ones were supplied in their face. A framed engraving of the former pastor occupied the centre of the confessional and this was almost hidden with flowers. At the masses on Sundays many of the parishioners entered or passed out by this doorway, and many of them brought flowers to add to the decorations. As the present week is Holy Week, all the paintings in the church are covered up on Saturday night. Dr. McGlynn's friends removed the brighter bits of color from the confessional and replaced them with drapings of white and callas.

As the usual throng gathered about the confessional after High Mass yesterday the fact that all the white decorations placed upon it the night before had been removed attracted attention. and caused indignant comment. They were said to have been removed by the direction of Father Collon. The picture of Dr. McGlynn had been taken away, but the name of the Doctor, which had been removed by Father Donnelly and subsequently was restored, still remained. While the discussion was at its height several women entered the church with bouquets and another picture of the former pastor and began again to decorate the confessional. They were interrupted by several of the ushers, who have been attending to the church since Dr. Mctilynn went They ordered the women to go away with the flowers. No attention was paid to them, and then the men seized the women, taking the flowers from them and again tearing them down from the confessional. The women resisted, and the men pushed and dragged them toward the doorway. One of the women, Mrs. Ray, said that a man struck her and injured her shoulder.

Mary Halligan, Dr. McGlynn's servant, who has taken his part so frequently in the church, was one of the other women, and she resisted with such success that one of the men became angry, striking at her with his fist and trying to force her through the doorway. The women gathered around, screamed and cried, "Shame! shame! and one of the parishioners caught hold of the man and threatened to knock him down if he touched the woman again. The man said that he had been ordered to prevent any more flowers being placed in the confessional. The indignation of the women became so great that they now made a rush at the One of the men was caught by his long beard and other women pressed n them from behind until the men were forced from thr church to the street. Father Colton and several of the priests who were still remaining in the church tried to pacify the crowd, but the women were now thoroughly excited and gestculating wildly

'A fine priest you are," one of them so shaking her fist at Father Colton. "This is the way you treat the Doctor that made you what you are. Their denunciations became more unpleasant,

and Father Colton began to see that his presence would do no good, and he left the church, passing through the baptistry and locking the door after him. The flowers had been torn and trample under foot in the struggle, but the picture was restored and several callas arranged around it. Other members of the church from the street who had heard of the difficulty returned, and the action of Father

baptistry to demand the return of Dr. McGlyun's picture. The door was pounded on, but it resisted these efforts, and a throng of the women then went

They rang at the bell, but no one responded to the call.

In the meantime Father Colton, fearing some violence, had sent at once to the police station. Captain Ryan sent a burly sergeant and four officers who were at the station in citizens' dress. Their arrival quieted the trouble at the church, although it did not stop the indignation. The seats around the confessional were filled with the friends of Dr. McGlynn, most of them women, who declared that they would maintain a constant watch to keep the decorations from being molested again. They were not again disturbed by the ushers.

"If Father Colton had told us he wanted to remove the decorations," one of them said, "it would have made no trouble; but now he has shown himself just as bad as Father Donnelly. He will be of no nore good here."

Another said that Father Donnelly was still acting as pastor, but was afraid to come to the church. He and Monsignor Preston, it was said, had a conference about the church in the rectory on Friday, and it was then decided to remove the decorations and take away Dr. McGlynn's name. Father Colton did not care to say anything more about the matter yesterday than that the decorations were removed by his order in anticipation of Holy Week.

The removal on Saturday of Father Curran, who had been sent from St. Stephen's to St. Patrick's

The removal on Saturday of Father Curran, who The removal on Saturday of Father Carray, what been sent from St. Stephen's to St. Patrick's Church in Mulberry-st., was also commented on Dr. Curran is known as a warm supporter of Dr. McGlynn, and the Archbishop is said to have been displeased by Dr. Curran's address in Jones's Wood on St. Patrick's Day. It was said yesterday that Dr. Corran had been removed to a church at Newberg.

org.

"That will not put him out of the way," said one of the St. Stephen's parishioners, "and they will hear from other priests, too, on this action."

Toward evening many of the congregation assembled around St. Stephen's Church, and the discussion was as excited as it was a few weeks ago, when Father Donnelly was sent to the church.

SAN FRANCISCO, March 27 .- A peculiarly sad accident occurred yesterday off the South Pacific Coast Railroad wharf on the Alameda side of the bay. J. G. Hoggett the owner of mining property in Arizona, was paying a visit to his family in Alameda and took four of his chil dren, three boys and one girl, out in a rowboat fishing.

Just as he was about to return Mr. Hoggett stood up in
the boat to put on his overcoat. The boat began to rock
and the motion increased until the frail vessel capsized
throwing all the occupants into the water. Of the five
persons in the boat only two boys were drawn from the
water, and one of them died shortly after being rescued.

COLLISION BETWEEN FREIGHT TRAINS. Easton, Penn., March 27.—A collision occurred on the New-Jersey Central Railroad near Lockport this morning, between a freight and a coal train which were going in opposite directions. William Dunlap, fireman of the coal train, was killed: Nathan Belford, engineer of the freight train, was badly scalded; and Howard De Bart, engineer of the coal train, was seriously injured. Both locomotives were wrecked and over twenty cars destroyed. The accident resulted from the failure of the coal train to wait orders.

ATTACHMENTS AGAINST LAWTON IN COLUMBIA COLUMBIA, S. C., March 27 (Special).—Immediately after Lawton absconded from New-York, Judge Melton, of this city, was instructed to attach Lawton's interest in the Columbia Street Railway Company and the Columbia Gas Light Company. This was done in four cases, smounting to \$320,000, representing four different money trusts which Lawton made away with. Last night at the suit of Mr. Morton, of New-York, Judge Melton had the same property attached for \$22,000 more. The second attachment is useless as the value of the entire property will not satisfy the first attachment.

WASHINGTON, March 27.—A recent decision of the Disdissioners strictly to enforce the statute wor licenses upon a second conviction of violation of the Sunday liquor law caused every liquor store in the city to be closed to-day. One prominent restaurant keeper threw his place open to police inspection and the other saloons had their burkains raised so that the public and the police seud look in at all hours of the day and see that the public was selling.

A COMMON SENSE VIEW OF IT. SOMETHING NEW IN THE FISHERY DISPUTE HOW A CANADIAN EX-MINISTER INTERPRETS THE

TREATY OF 1818. OTTAWA, March 27 (Specia').-There is probably not a better constitutional lawyer in Canada than William MacDougal. He was one of the original framers of the Act of Confederation and has served for many years as a member of the Dominion Cabinet, holding the office of Minister of Public Works as well as that of Minister of Justice. Yesterdas afternoon he was asked if he thought the Canadian Government's interpretation of the Treaty of 1818 the correct one.

"That is not a question to be answered by yes or no. We may put a narrow construction upon that treaty or expand its language to include cases and subjects not contemplated by either party at the time, but we cannot compel the United States to accept our construction. A treaty between nations is not a contract you can submit to a court of law. My own opinion is that the first article of the treaty of 1818 (the only part of the treaty involved in the present dispute) is limited exclusively to the subject of fishing; that its sole object was to inhibit American fishermen from taking, drying or curing fish on or within three marine miles of the coasts, bays and harbors mentioned in the article, and that the subject of trade or commerce in other commodities is not included or contemplated."

"Then is it your opinion that fishing vessels may under the terms of the treat, engage in trade!"

"Yes, if licensed or commissioned by their own Government to do so. There is nothing in the treaty prohibiting trade in fish or other commodities. One thing and only one was renounced by the United States, namely, the liberty heretolore enjoyed or claimed by the inhabitants of the United States to take, dry or cure fish within three miles of certain specified coasts. That is not a question to be answered by yes or no.

the inhabitants of the United States to take, dry or cure fish within three miles of certain specified coarts. The Americans simply renounced a right they had enjoyed for the considerations mentioned in the treaty. The provise about admitting fishermen for shelter, etc., was inserted from abundant caution, as lawyers say, lest the general words of the renunciation should be construed to mean non-intercourse. The last clause of the article, which is always omitted by those who contend that the words for no other purpose whatver' prohibit the purchasing of anything except wood, shows plainly that the treaty-makers had but one matter in view, namely, to prevent American fishermen from taking, drying or curing fish within the three-mile limit.

What do you think will be the effect of the Retal-

three-mile limit."

"What do you think will be the effect of the Retaliation bill i"

"Non-intercourse by ships between Canada and the United States, unless the negotiations said to be going on in London should result in a new treaty. No sane man believes that a nation of 60,000,000, the most intelligent, the most wealthy, the most unassailable, the most 'free among the nations of the earth, will submit to be told by a subordinate colony of less than 5,000,000. You may continue to trade with us, but only on condition that you transport your goods in such vessels and conduct your business by such of your citizens as we approve. You may license vessels engaged in the deep-see fisheries to touch and trade in foreign ports, but it they come into ours and buy or sell anything but wood, we will seize, confiscate and sell their ships and pocket the proceeds."

The publication of the interview here this evening created a furore among the Government supporters at present in town. In the course of a long editorial this evening. The Free Press" says: "The Tor, policy is such that Canada is drifting slowly and surely into open war with the United States, and few people appear to recognize the danger or are disposed to obtain an intelligent comprehension of the issues involved. Some morning next summer the electors will be disagreeably awakened from their superfaction and realize when too late the lack of statesmanship, and even ment throughout in its treatment of this conventional matter."

THE DYNASTIC CONSPIRACY IN SPAIN. Madain, March 27 .- The rumors current during the MADRID, March 27.—The rumors current carried to past two days of the discovery of dynastic conspiracy have been confirmed by the arrest of many persons connected with the plot. Among the prisoners are several Palace officials, the Palace armorer and a relative of a well-known Ministerialist Deputy. The Deputy alluded to will question the Government in Congress to-morrow with reference to the affair.

A COMPETITOR IN THE FLOUR BUSINESS. HALIFAX, March 27 (Special).-American millers an-

anally supply the West Indies with 400,000 barrels of nually supply the West Indies with 400,000 barrers of flour, shipped principally from New-York. Last week Mr. Goldie, the largest flour manufacturer in Canada, was in this city endeavoring to make arrangements to capture that trade. He says if the Government will reduce the rates of freight on the Intervolonal Railway, he can ship flour from Halifax at a rate ten couts a barrel moder the American.

## DRAGGED FROM A TRAIN.

A YOUNG WOMAN IMPERILS HER OWN LIFE AND

THAT OF HER MOTHER.

PROVIDENCE, March 27.—In the parior car "Pequot," on the Shore Line train from New-York, which was due in this city at 3:55 p. in. to-day, were Mrs. L. Kendall, age seventy-two, Miss Jessie Thurston, her daughter, having the decorations torn down both of Portland, Mc., and Walter C. Porter, age was severely denounced. A rush was made to the thirty. Mrs. Kendall's grandson. They were on their way to Portland from Jacksonville, Fig. The train was going at the rate of forty-five miles an hour on a down grade. When the train was approaching Norwood, six miles from here, Miss Thurston came out of the toilet room, whither she had been followed by the elder lady, and suddenly opened the door of the car and went out on the platform. The next instant she leaped from the train. Her mother had kept close to her, and when she realized the intent of her daughter seized her by the skirts and was dragged off the train. The alarm was given, the train was backed, and to the surprise of all the two omen were found alive in the sand of the road-bed. It was found that Mrs. Kendall's right arm was broken in our places and her head bruised; but, though ondly shaken up, she is not considered dangerously hurt. Miss Thurston suffered no other injury than scratches on her face, where she struck the sand. It is said that the recent death of a relative in Florida had upset the young woman's mind, and at times, of late, she has proved violent and has been watched as closely as possible by her mother and friends.

#### A COLORADO APPOINTMENT.

THE PRESIDENT EVIDENTLY LOOKING TO HIS OWN CHANCES IN 1888.

Washington, March 27 (Special).—The appointment of James F. Benedict as Collector of Internal Revenue in Colorado is another evidence that Mr. Cleveland is busy Colorado is another evidence that Mr. Cevenian is one, with efforts to insure his own renomination. The incumbent of the office was regarded as one of the most efficient and faithful men in the public service. Repeated efforts to bring about his removal had failed, it is understood, because of his excellent record. Among the applicants for the place was A. J. Bean, who was chairman of the State Democratic Committee in 1884.

Mr. Been was unsuccessful because he was regarded.

J. Beah, who was chairman of the state behindrate can intee in 1884.

Mr. Bean was unsuccessful because he was regarded by the head of the reform Administration as an "offensive partisan" and a "professional politician."

Mr. Benedict was a delegate to the Democratic National Convention in 1884 and supported Mr. Cleveland for the nomination. He was a candidate for State Treasurer last fall and was defeated. He is a man of some means, being the cashier of a bank at Greeley. Colorado Democrats will not regard the appointment as one which will strengthen the party in the State, but it undoubtedly will premote Mr. Cleveland's chances of getting a friendly delegation from Colorado.

# THROUGH NEW-YORK STATE.

ROBBED BY YOUNG NOVEL-READERS. ELMIRA, March 27 (Special).—N. B. Chase, of Avoca, Steuben County, was robbed of \$1,200 last night. Sus icion pointed to two boys, Arthur Sheets and "Con" Chase. The youngsters, each nineteen years old, who were well up in yellow-covered literature, armed them selves with revolvers and bowie-knives and fied, their destination being the plains of the West. They were captured at Savona, about fifteen miles from here, and locked up in the jail at Bath. Most of the money was recovered on their persons.

MANSLAUGHTER IN THE SECOND DEGREE. ELMIR A, March 27 (Special).-James M. Shoemaker who has been on trial at Owego for the murder of Dell Vandemark, has been found guilty of manslaughter in

MURDER AND SUICIDE BY AN AGED FARMER. ROCKVILLE, Conn., March 27 (Special).—At Tolland, five miles from this place, Eilis La Snow, a farmer, age sixty, this afternoon murdered his aged wife, splitting open her head with an axe, and committed suicide by hanging himself to a beam in his barn.

"DOC" WILSON'S BIOGRAPHY. PROVIDENCE, March 27 (Special).-" Doc " Levi Wilson, who claims to be the son of Philip L. Moen, the Worcester millionaire, has been quietly living at the Dorrance House in this city since his release from jail. He onfided to an interviewer yesterday the fact that he is story of his romantic and mysterious experiences. A New-York literary man is dressing up the story from the New-York literary man is dressing up the story from the incidents which Wilson furnishes him. A prominent publishing house will print the book, and "Doc" says that his contract with them provides that the first edition shall consist of 1,000,000 copies. The names of the writer and publisher are kept secret for fear of injunction proceedings on the part of Moen. Wilson says that a novel built upon the story of his career will follow the publication of "My Life." NEW-YORK, MONDAY, MARCH 28, 1887.

THE THISTLE NEARLY DONE. TO LAUNCH THE SCOTCH YACHT IN APRIL. HER PLANS CHANGED FROM THOSE FIRST ADOPTED NOW A CUTTER OF THE FIRST CLASS.

[BY TELEGRAPH TO THE TRIBUNE.] BOSTON, March 27 .- "The dimensions of the Scotch cutter Thistle, published in January, are now changed," says " The Herald's" Glasgow correspond-" The statement that she was to be a firrst-class cutter has been verified, and the Thistle, according to her official measurements, is the largest racing cutter that has ever been built either in England or Scotland. Many have claimed that the Thistle was to be a second-class cutter, and only a lew days ago Captain Arthur Clark, of Lloyd's London agency, stated that the opinion as prevalent in England that she would be a second-class cutter. The stock syndicate evidently took a second chought and finally decided to build the Thistle ten feet longer than she appeared in the estimated plans. Her beam is immense for a cutter, being twenty and three-tenths feet extreme. No cutter, either for cruising or racing, has ever been built with such a wide beam, and this means extra large sail area. Her draught has been altered slightly from the estimated plans and she is one-tenth of an inch deepar than in her estimated plans. As the scale in the sheer plan in the estimates was one-fourth of an inch deepar than in her estimates was one-fourth of an inch to the foot, it can be easily seen how such a slight error as the width of a pencil mark on such a scale would make the diderence one-tenth of an inch. Her draught is fourteen feet and one tenth of an inch. Her draught is fourteen feet and one tenth of an inch. Her draught is a cutter built especially for moderate weather, though with her width of beam and depth she will prove a racer in all kinds of weather, and with the economous sail spread that she will carry will prove fast in light airs. She is so powerful that she will be able to carry her sails in strong winds. She has three and one-half feet less beam than the Mayflower and has four and one-tenth more draught. Comparing her with the Puritan, she is ten feet longer on the water line and has about three feet less beam with five feet more draught. She will be able to carry as great a sail area as the Puritan, and over a forty-mile course the latter will have to allow her by a rough estimate seven minutes of time. Her rectired the she was alloyed to be consequently l cutter has been verified, and the Thistle, according to her official measurements, is the largest racing cutter that has ever been built either in England or Scotland

considerable more sail area, she will, no doubt, have great driving power, and this is what Mr. Watson has always advocated, that the hull must be made to correspond with the driving power which is to be put upon it. Her lead ballast is stowed as low as it can be, and this will give her great righting power and leverage. Her high freeboard at extreme angles of the keel will act as so much beam and it will also help her in carrying her sails. The Scotch designer has cut aloot from the "narrow extreme beam" so popular now in Britain, and gone over to American ideas of more beam. If the Maynower is a composition of the Thistle is certairly a compromise cutter.

Mr. Watson in plating the Thistle with in-and-out plating below did not pay much attention to the cry that it was a mistake to build a yacht with lap scams below the water line. Such a wide change from the smoother flush scams appears to many to be an error, but the Thistle's designer ev dentity has given much thought and stud, to the netter and has decided that tapped scams, besides being the stronger, o'rer little resistance to the water, and instead of being fa detriment to the speed of the vessel help her lateral resistance. She is now nearly ready for launching and will make her trial trip to the latter part of April. Lapthone has made the best suit of sails he could get out, and her rigging and fron work is made strong enough to stand the severest tests. Capitain John Bart, a and her rigging and iron work is made strong enough to stand the severest tests. Captain John Bart, a

ing table will be to Name.	Water Inne length.		Bears.		Depth.	
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THE COTTON BLOCKADE IN NEW-ORLEANS.

OLD AND NEW COUNCILS OF WORKMEN PAIL TO AGREE-PEREMPTORY NOTICE FROM EMPLOY-

believed and universally hoped that a solution of the difficulty between the old and the new cotton men's couneils would be reached to-day and that work in the presses, which was suspended on Thursday, would be resumed to-morrow, out the opposing elements failed to gree. No cotton can be moved, as the new council, which

agree. No cottou can be moved, as the new council, which is on strike, embraces in its organization a class of skilled labor which cannot be dispensed with in handling the staple and which cannot be replaced. At a late hour yesterday the various weighers and reweighers and classers received written notice from their employers, the factors and buyers, that they should report for work as usual to-morrow morning, otherwise their services would be dispensed with. This action was in accordance with the resolution passed at the meeting of the association yesterday afternoon.

terday afternoon.

The notice, however, had no effect, as the weighers, reweighers and classers feel certain that their places cannot
be filled. The old cotton men's council stands firm in its
refusal to disband and join the new council, and the situation is serious. While the trouble continues no cotton
can be sold or shipped and the trade is paralyzed.

#### EXPECTING A STRIKE OF PRINTERS.

CINCINNATI, March 27 (Special). - At the next meeting of Typographical Union No. 3, which will occur next Sunday, arrangements will be made to demand an increase of the wages of newspaper compositors. It is understood that The Commercial Gazette is willing to adopt the scale recently adopted at Chicago, but that the printers insist on a straight advance without modification of the present system.

ORGANIZING THE PAPER-HANGING TRADSS. A meeting of representatives from the various or-ganizations of painters, paper hangers, fresco painters, ganizations of painters, paper hangers, fresco painters, machine wall-paper printers, block cutters, color mixers and all other trades in the paper-hanging and painting trades was held yesterlay and a central council of these trades was formed. There will be no walking delegate, but an executive committee will be elected representing the various branches and to it will be entrusted the settlement of all trouble. Nearly every competent mechanic in these lines is in the union, and no immediate trouble is expected. The house carpenters and painters are preparing for their annual demand for a uniform rate of wages of \$3.50 for nine hours' work on April 1. At a meeting of the carpenters held yesterday it was reported that nearly all of the bosses had decined to grant the demand and only a small number of men will have to strike for it.

WORK OF THE CENTRAL LABOR UNION. At a meeting of the Central Labor Union in Clarendon Hall yesterday a resolution was adopted to boycott the Thalia Theatre on account of the employment of non mion stage mechanics at low wages. The Arbitration

A member of the Piumbers' Union complained that he asked for a permit to go into business as a boss plumber and was referred to a committee of the bosses' union for examination. He was asked if he was a member of the ourneymen's union or believed in organized labor, and

journeymen's union or believed in organized labor, and on answering in the affirmative his license was refused. The secretary was instructed to write to Commissioner Newton in regard to the matter.

The Eccentric Association of Engineers asked the Central Union to recommend to organized labor not to work with non-union engineers. It was referred to the various unions. The tobacco workers section called attention to the tenement-house cigar work. Resolutions were adopted demanding the passage of the law prohibiting the manufacture of eigars in tenement houses.

A resolution was adopted calling for the keeping open of theatres, museums, libraries and art galleries on sunday.

ay.
A long preamble, ending with the following resolution, was adopted by a narrow majority: Resolved, That we protest against this Walcott tyranny this act of a political heeler and society saviour. this littlemark of Columbus derenstrates that the capitalisticlass of this country is attempting to run this country on level with monarch-ridden Europe.

Onlo.

It was resolved to beycott D. H. McAlpin's tobacco, because he employed non-union plumbers on his new building at Thirty-third-st. and Broadway. MACON, Ga., March 27.-Much excitement has recently been caused by the numerous burglaries in this State. About a dozen safes have been robbed in as many different towns during the last two weeks.

On Friday dight Thomasville was visited. The next ning the suspected men took a train for Albany were pursued and intercepted at Baconton, where Sheriff Hurst and a deputy attempted to arrest them. They drew pistols and fired. Hurst was struck in the breast and severely wounded. The men escaped to the woods and will probably be captured. They are well dressed and are thought to be from New-York.

DEMOCRATS AND GIN-MILLS.

BITTER OPPOSITION TO HIGH LICENSE. A BELIEF THAT GOVERNOR HILL WILL VETO THE

MEASURE-OTHER CITY BILLS AT ALBANY. OM THE REGULAR CORRESPONDENT OF THE TRIBUNE. ALBANY, March 27,-The Senate Committee on In ternal Affairs will consider immediately the Crosby New-York and Brooklyn High License bill. The Dem ocrats evidentl, intend to oppose the bill in a violent way, for the purpose of inspiring the liquor dealers of the State with a belief in their loyal support of their interests. It is a remarkable fact that many of the Democratic members of the Legislature hope that the

interests. It is a remarkable fact that many of the Democratic members of the Legislature hope that the bill will become a law, while they have voted against it. In private conversation they say that they have a horror of the liquor traffic and would gladly suppress it. Political ambition prevents them from expressing their hatred of liquor selling by their votes.

One of the Democratic Senators—a man of excellent reputation and who serves the city of New-Yors faithfully—said the past week: "How is it possible for me to vote for Mr. Crosby's bill? My district is crowded with liquor saloons and the German part of the population is especially large. If I should vote for that bill I should bave to go out of public life at once; I never could be elected to an office again in New-York." One of this class of men, a Democratic Assemblyman who is himself a liquor dealer, said while the bill was under discussion in the Assembly: "I wish the license fee for selling any kind of liquor was \$1,000. It would greatly reduce the number of saloons, driving out of the business many men who could not get the \$1,000. That would give the rest of us a chance to carn a living." Nor do these men have any love for their masters, the liquor dealers. "Curse the liquor dealers," said a Democratic Assemblyman the past week; "they expect us to work our arms off for them here, but next full they will not lift a finger for us. On the contrary, they will knite us if we don't come around and spend \$10 or \$15 in each of their saloons. They have no gratitude."

It is believed here that Governor Hill will veto the bill, and that he has inspired the bitter opposition to it in the Legislature. Some of the country Democratic Assemblymen, it is thought, would have voted for the

lawe no gratitude."

It is believed here that Governor Hill will veto the bill, and that he has inspired the bitter opposition to it in the Legislature. Some of the country Democratic Assemblymen, it is thought, would have voted for the measure unness they had been told that the Governor desired it should be defeated. A nearly unanimous Democratic opposition to the measure in the Legislature would give him the excuse in vetoing the measure that his party was opposed to it, and therefore he had to adopt its policy. The Governor, nevertherless, dislikes to receive the bill and to be compelled to veto it. Undoubtedly the liquor dealers will be grateful, but what opinion will the temperance people of the State have of his act! There are temperance men in the Democratic party, not many, but still enough in the present close elections in this State to give the victory to Republican candidates if they should vote for them. There is a large class of independent voters in this State, men who really cannot be classed either as Democrats or Republicans, so loose are their party ties. These men may not look favorably upon the Governor's attempt to get the liquor vote at his back. It is not clear profit, therefore, to veto the High License bill, and the Governor probably understands this fact. The chief New-York measure before the Legislature at this time, outside the High License bill, is the bill of the Park Department appropriating \$1,500,000 for the sompletion of portions of Central, Morningside, Riverside, Mt. Mornis and East Side parks. This is a large appropriation and the Senate and Assembly Committee on Cities are considering the measure with great care.

Another important bill concerning New-York before

Another important bill concerning New-Fork below the Legislature is that in relation to the Subway Electrical Commission. Shall the terms of Messrs. Hess, Gibbons and Moss be extended, or shall a new countinision be established composed of city officials of New-York! These are the two questions which the members of the Le<sub>h</sub>islature are asking themselves. It looks now as if the terms of the present commissioners would be extended.

would be extended. PROPOSED TAX ON SAVINGS BANK DEPOSITS. ALEANY, March 26 .- A hearing is to be given to those opposed to the bill proposing to tax deposits and surplus of savings banks and trust companies, at 3 p. m., March 31, by the Ways and Means Committee of the Assembly, fine law, if pussed, will levy a tax of upward of \$7,000,000 on the savings banks of New-York City alone.

#### THE RAHWAY MYSTERY UNSOLVED.

MYSTERIOUS VISITORS WHO VIEWED THE BODY YESTERDAY-A REWARD TO BE OFFERED. The excitement in Rahway over the murder of the

young woman on Friday night in no way subsided yesterday. All day crowds of people visited the seene of the murder. The identity of the murdered might have been made had Captain Crosby carried more woman remained undiscovered. The police and those | sail. On several occasions, when the wind was light but Elizabeth, were completely buffed by the absence of ment was controlled largely by the barometer, which any clew to the nurderer excepting the bloody ben was much of the time below 29 and seldom above 30, the nurderer excepting the bloody ben normal height in the latitude traversed. The course knife, and frankly acknowledged that they had no

Elizabeth, were completely baffed by the absence of any clew to the murderer excepting the bloody benkinde, and frankly beknowledged that they had no theory. They all united in saying that if they could only find out who the murdered woman was they would be greatly aided in the search or the murderer. If there had been simply an attempt to assault the woman, the police argue that, whether it had been successful ar not, no man would have murdered the woman is such a cold-blooded manner. The murder shows a spirit which, many argue, could only come from motives of bate, such as might have been aroused in a lover, rival or husband. That the grif was not outraged can be positively stated. Her effects dispel any idea of robbery.

The body had been prepared by Undertaker Ryno on Saturday atternoon for the public view which was given yesterday. All day long a crowd of carious people hung around the Morgue. An one identified the woman, although soveral thought they recognized the face as that of a woman seen in this city soveral days ago looking for employment. A lad named Price fold Mr. Ryno that be recognized the woman from her hair as one who formerly worked at Milton, but an investigation failed to disclose anything in his suspicious. On the bottom of the bag which was found in the brook were some labels such as are used by express companies and other common carriers. These were, however, nearly effused. A portion of one of the two labels could be made out as being a word ending with "or." The other label was made out through the aid of a powerful microscope. It was a fransfer tecket of a local express from No. 65 Cortlandist, to No. 146 Greene st., Jersey City, and the name of Mary could be deephered, but not the last name. A small rubber hand-stamp was found in the bag with the name "Timothy Buerns" thereon. No one hy that name is known in Rahway, but it is believed that the stamp will be an important clew when the identity of the woman is established. The bag was made by Crouch & Fitzgorald, of this city.

A well

yigorous search failed to discover any such number as No. 146 Greenest. Jersey City. The street is given up principally to lumber yards and various buildings connected with the Pennsylvania Railroad. The place where No. 146 should be is a small shanty for the use of yard workmen of the railroad.

### THE FIRE RECORD.

LOSSES IN A BROADWAY BUILDING. One of the Hecht Brothers, dealers and importers of fancy goods at No. 485 Broadway, said yesterday that the fire in their establishment on Saturday night had caused a damage of over \$100,000, and that their insur-ance was \$25,000 less than that amount. They occupied the second and third floors.

William H. Lyon & Co., dealers in white goods and hos-iery, who occupied the first, fourth and fifth floors of the same building, refused to make any statement as to their losses or insurance.

LOSSES IN VARIOUSPLACES. ELMIRA, N. Y., March 27 (Special).—Avoca, Steuben County, was visited by a fire about midnight last night that nearly destroyed the whole business part of the place. Before anything could be done losses of from \$70,000 to \$90,000 were sustained. The losses are: W. \$70,000 to \$90,000 were sustained. The losses are: W. F. Kelsey, dry goods, \$14,000; Carnochan & Sutton, dry goods, \$15,000; Jersey Hall, hardware, \$10,000; L. C. Clark, law office; Dr. Patterson, dwelling; A. F. Young's barber shop, Kelsey's opera house, town library, Hovey's hotel, the Avoes Advance office, Smith & Brown's store and Samuel Carnochan's dwelling. Carnochan's Sutton had insurance of \$8,000 on stock, The insurance held by the others is unknown.

RALEIGH, N. C., March 27 .- The Raleigh cottonseed oil mills and fertilizer factory was burned this morning. Loss, nearly \$60,000; insurance, \$35,000. WON BY THE CORONET.

MR. BUSH'S YACHT WAITING FOR THE DAUNTLESS AT QUEENSTOWN.

ROSSING THE LINE AT 12:50 P. M. YESTERDAY.

THRILLING EXPERIENCES ON THE VOYAGE-TOSSED ABOUT BY WAVES MOUNTAINS HIGH AND SWEPT ALONG BY HURRI-CANES-ALL WELL-WHAT HAS BE-COME OF MR. COLT'S VESSELT -IT WAS LAST SEEN OFF FIRE ISLAND.

The great ocean yacht race for a sweepstakes of \$20,000, which began on March 12 from Bay Ridge, was finished yesterday noon in Queenstown Harbor. The Coronet crossed the line off Roche's Point at 12:49:55 p. m., Irish time, making the passage in 14 days, 19 hours and 3 minutes actual time. Up to a late hour last night nothing had been heard of the Dauntless at Queens-

The officers of the Royal Yacht Club of Cork had been waiting outside of the harbor the winner. The wind was blowfor ing hard and the stately schooner, with full spread of sail, stood proudly up to the crossing line, firing her five guns and showing her signals of triumph. To all appearances had passed uninjured through the terrible March gales which just now sweep the North Atlantic. No lives had been lost, no seamen had been injured.

For the unusually rough weather that the yachts had encountered the Coronet's time of passage is most creditable. Even though the Dauntless should be beaten twelve or fifteen hours in winds and seas that would have swamped ordinary yachts, she will have made an average record of nearly 200 miles a day. The Coronet's record is, of course, a trifle over two hundred miles a day. It is the victory of a new boat over a veteran racer. The Coronet's superiority was plain at the start here to a few. All will now acknowledge it. The Henrietta in 1866 made better time in summer weather; but it is doubtful if there is another yacht afloat that could have borne the strain of such a race and shown the speed and sea-going qualities that Mr. Bush's new schooner Coronet has displayed.

The Coronet people believe that the Dauntless will be twenty-four to thirty hours later in arriving. Navigator Anderson says the weather was the worst he ever experienced in all his 174 Atlantic passages.

#### FROM OWL'S HEAD TO QUEENSTOWN.

THE CORONET'S LOG-THE VETERAN CAPTAIN SAM-UELS SAILED A WAITING RACE, BUT THE

WAITING IS DONE BY THE OTHER BOAT. QUEENSTOWN, March 27 .- The Coronet arrived here at 12:49:55 p. m. Irish time. The apparent time occupied in passage was 14 days, 3 hours, 34 minutes and 46 seconds, and th actual time, computed on the Greenwich basis, 14 days. 19 hours, 3 minutes, 14 seconds. The whole number of nautical miles sailed was 2,949. The longest day's run was 291.5 miles, made on Saturday, March 26, and the shortest 38.8 miles, made on Tuesday, March 22. The weather was uncommonly tempestuous even for this season of the year. No less than seven heavy gales contrived to keep the sea in a foment for eleven days of the trip, and for two days the weather was so severe as to make the question of the yacht's living through their somewhat doubtful. She behaved splen-didly, however, in all sorts of weather and proved her-self one of the stanchest, if not one of the fastest vessels sailors, despite the great risks they were compel take at times. With the exception of three torn sails and a little broken tackle, everything on board the boat was in as good shape when the anchor was dropped off Queenstown as when it was raised off Tompkinsville, Staten Island. It is thought that a much quicker passage made was a little more northerly than was thought safe,

The advantage gained by the Coronet at the start increased the confidence of those on board in both boat and skippers. It was the first time that Captain Crosby freely admitted that he feared that Captain Samuels, of the Dauntless, with his past experience, would succeed in crossing the starting line somewhat ahead. How needless these apprehensions were is already known. It is not too much to say that in his manceuvring he displayed more judgment and tact than is usually seen in races near New-York. After taking the anchor on board at eleven o'clock on the morning of the start, he beat about the bay off Owl's Head surveying the water and verifying the position of buoys 17 and 19, between which she must pass after the proper signal had been made from the judge's tug. When the preparatory signal was given the Coronet was making a reach up the with head toward the Battery. Captain Crossy held the wheel and by his side was Captain Anderson, watch in hand, counting the seconds. Seven minutes from the ime of the first signal Captain Crosby ordered the helm "hard-a-lee" to bring the boat's head around. MANGEUVRING FOR A START.

She was under fifty seconds in stays hen fairly flew before the strong northerly wind. had been arranged that the starting signal would be given ten minutes after the preparatory signal, it seemed probable that the Coronet would reach the line fully a minute before the time for the second signal, when it would be cessary to go about again, thus causing a considerable however. When he realized what was imminent he spi the wind out of the sheets by triuming flat aft, bringing the big schooner almost to a standstill When the signal was finally given he paid out the sheets fore and aff, ran up the squaresail, forestaysail and top-sails, and in thirty seconds had the Coronet across the

nearly a mile away, with her stern toward the judges' boat. Every possible stitch of can-vas was spread on the Coronet as she sped through the Narrows at the rate of thirteen miles an hour surrounded by tugs, steamers and steam yachts. Once or twice, when under the lee of the high land, it eemed as though her opponent was gaining her lost she left the Dauntless further astern than at the start. The torthous Swash Channel having been followed to the ocean, the Sandy Hook lighthouse bore west by south and the open sea portion of the trip began.

The course laid was east by south. The sky was clear and the breeze, which had vecred around to northwest, was freshened. When the excursion boat Bay Ridge, which was the only one of the fleet steamers to accompany the racing yachts far as Sandy Hook lightship turned back at about 3:40 far as Sandy Hook against clinic solution of the schoolers was nearly the same as when they passed through the Narrows, and they were steering the same course. The wind now was greatly increased, a heavy sea running abeam. The baloon and skysails and topsails on both boats were taken n about the same moment. Then the Dauntless dropped astern rapidly, and at 5 o'clock was hull down six n away. She had changed her course to south-southeast, and when darkness set in only her topmasts were visible.

PREPARING FOR THE FIRST GALE. Once out of sight of land the wind blew fresher every hour. By dark a gale threatened and preparations to meet it were made. The anchors were pulled in and shigh which were half-mast high, would fastened tightly about the mast. The gun and gun carfastened tightly about the mast. The gun and gun carriages and everything else movable on deck were stowed away in safe places, the boats were lashed down, the hatches battened and the skylights and other weak points covered with stout protectors. The flying jib was housed, the mainsail reefed as far as possible, the bonnet of the foresail taken out altogether. By 11 celock the sea was running high and the stiff breeze keeled the yacht over till her scuppers were buried in foam. Now and then the big waves came on toppling ten or fifteen feet in front of the ship. But each time the Coronet's stern rose to meet them and each time the Coronet's stern rose to meet them and was reasonable to suppose there were icobergs,

The yacht was now running about twelve knots an

PRICE THREE CENTS.

nour, the sea helping. Life lines had to be passed along

the deck. Without them no one could have stayed there for a moment with safety. About midnight the star board bowsprit shroud flew loose with a great noise an morning the barometer was at 29.78. Daylight brought in force again later and all that day blew a perfect gale as it did for seven days after Although the gale was fairly moderate it was accompanied by a strong head sea, which made the yacht labor heavily. The waves frequently broke over the bows, but she rode it out well under close-reefed fore and mainsails and jib, and averaged ten miles an hour on the course throughout. Thus early were the sea-going qualities of the Coronet tried. She proved herself buoyant as a cork, and re covering quickly from the added weight caused by shipping one heavy cargo of water on her decks, she would as a swan. The only damage sustained was the parting of the iron twinbuckle of the starboard bobstay-This was quickly replaced with double block tackle. To the five fresh-water sailors who had taken

passage in the saloon the movements of the yacht seemed somewhat erratic, and all but oac, the man who had

travelled over deep water enough to entitle him to be

called a son of Neptune, quickly succumbed to seasickness.

Early in the afternoon the gale abated, and was succeeded by a light, puffy breeze from the northwest and light, intermittent rains. The sea continued high, and prevented the carrying of a fair spread of canvas, owing to the heavy strain it would entail on the masts in quick lurches. Navigator Anderson's observations showed that in the 22 hours, 33 minutes and 37 seconds that had elapsed between the time of the start and Sunday noon the Coronet had sailed 248 nautical miles. Her position was 39° 51' north latitude and 68° 41' west longitude. The succeeding day was a busy one for sailors. Both watches were on deck during a part of the capricious that it required almost c tinual changing of sails and hauling sheets. The sun did not show itself u nearly 9 a. m., when the decks dried for the first time almost since sailing. The night's storm had cleared away entirely, and one could see for twenty miles all about the horizon. A four-master was sighted about 9 o'clock. She was so far off to the south, however, that nothing of her hull was visible. The Coronet could not signal her. No other vessel was in sight all day, and nothing could be guessed as to the position of the Dauntless.

ROLLING VIOLENTLY IN THE TURBULENT SEA. The sea continued turbulent all day and the yacht as times rolled so violently as to threaten the stability of the spars. The pressure of the wind against the main sail was not sufficient to hold the gaff steady, and when it appeared probable early in the morning that the the mainsail was replaced by the storm trysail. It was now that the immense square sail did good service, for when spread to counterbalance the deficiency of can vass astern it carried the yacht along much faster, lightened her much by the head and prevented her taking such quantities of water on deck as when under mainsail the boom used to spread its foot to windward. It was, however, found to be impracticable in a heavy beam sea, owing to its jamming the saddle at the foremast, and it was unshipped. Toward sunset the water became smoother and all the sails were again set. A calm followed, and at midnight there was not sufficient air astir to flutter the pennant. The distance travelled from Sunday to noon Monday was 244.3 miles nearly due east, bringing the yacht to latitude  $40^\circ$  04' 13'' north, longitude  $63^\circ$  23' west.

The course was east, half north, barometer 29.52, wind west-northwest and light. The clapsed time from noon of the 13th to noon of the 14th was 23 hours, 38 minutes and 31 seconds. The Coronet was running now from twelve to thirteen knots an hour. The sun set clearly on a beautiful ocean scene. The sea was smooth, the wind steady, the sky studded everywhere with the brightest star. concert was suggested and the piccolo, the banjo, the zither and the harmonica, to say nothing of the voices of the "sweet singers" aboard, were brought into use. That night, too, it was calm enough for poker in the cabin and pinochle in the forecastle The weather was too charming to last long. Before midnight the breeze had disappeared. An ominous calm followed in which the sails flapped mournfully against the masts. The barometer fell first to 29, 15 and by 4 a. m. to 29,

A stiff wind rose from the northeast, and by daylight! ble w gales. The canvas was reduced to double reefed mainsails, and reefed foresail, with the bonnet out, and reefed forestaysail. The boat was bowling along at the rate of twelve knots, with a dry deck when, between 8 and 9 o'clock in the morning, the wind shifted to southsoutheast, blowing at the rate of sixty miles an hour. The sudden change caused an ugly cross sea, the crests of the waves breaking over the rails in rapid succession and keeping the decks almost constantly submerged. Before noon the barometer fell to 28.90.

CLINGING FOR LIFE TO THE LINES. The mainsail had to be double-reefed and all the other sails shortened. The waves swept the decks from end to end, all chinging for life to the lines as the big seas were shipped one after another. The rain fell and the sky seemed to close in threateningly. Soon the barometer fell again to 28.80. Now and then the seas struck the yacht sidewise and she shivered from stem to stern with the shock. But she still rode the billows buoyantly and though prudence might have dictated lying to, this was racing and she was forced ahead with all the canvas she could bear without capsizing. Toward 9 p. m. the gale moderated a little and with the big square sail up the Coronet ran along at tweive or thirteen knots an hour. At noon Tuesday the observations showed latitude 40° 51', longitude 59° 29'; distance run, 185 miles : course, east by north ; barometer, 29.90. The

Banks, a little higher up than Captain Crosby had first Toward midnight the wind and sea subsided considerably, and by Wednesday morning the wind got round to the southwest. The weather of Wednesday was almost an exact repetition of Tuesday's. The barometer early in the morning stood at 28.80, rising to 28.85 at 10 a. m. At noon the mainsail had to be given up. The seas again dashed heavily over the decks of the ship. Oil bags were kept hanging from the square sail yards, but the yacht's speed was too great for them to have much effect. The wind was in a good quarter for sailing east-ward, and the Coronet was let go at her best. Latem the afternoon the barometer rose to 28.99, then to 29.09. The yacht was running now about eleven knots an hour.

course was about 125 miles from the edge of the Grand

Early in the evening there was another brief calm, with a swell, and, when the breeze next appeared, it came from the west, moderate enough to allow us to carry a fair amount of canvas. At 7 a. m. the first object sighted after the first day out was a brig bound south, but she was not near enough to be signalled. At 5 p. m. a westward bound ship sailing under close-reefed topsail was sighted six miles to the northward. The distance traversed on an east by north course up to Wednesday noon was 216.6 miles; the yacht's position, as established by Wednesday's observations, was latitude 41° 25', longitude 54° 45'.

A GRAND BATTLE WITH THE ELEMENTS. The most terrific storm of the series occurred on Thurs day, St. Patrick's Day. It was not unexpected, for the indicator on the barometer, whose tendency had been downward for three days, suddenly dropped from 29.20 to 28.54. The storm first developed soon after midnight in sharp squalls from the southwest, with a driving rain.

The wind was fitful for a time, coming variously from south-southeast to southwest and south, but finally set-tled upon southwest. About 1 a. m. the big squaresail split in the middle with a loud report. But the wind luiled after that and for six hours the Coronet tossed about restlessly in the swell from the storm of the day before. Rain fell about half-past 9 o'clock and it

was plain that the ship was in for it.

At 10 a. m. the wind began blowing with great velocity. By noon it had become a hurricane, and two hours later the wind's speed was estimated at eighty miles an It was a grand battle of the elements such as is seldom witnessed. The waves were almost mountains high. Their surface was lashed into snow-white foam, and as the head of one rose higher than another the wind carried it off in dense spray, which, when driven into one's face, felt like stabe from scores of fine-pointed needles. The roaring of the wind was like a prolonged peal of thunder, and the resemblance was completed by an occasional vivid test for so small a boat us the Coronet. As she sank in the trough of the sea it seemed as if the waves,

to lay to until the storm had ceased. A hurried consultation was held and the mom